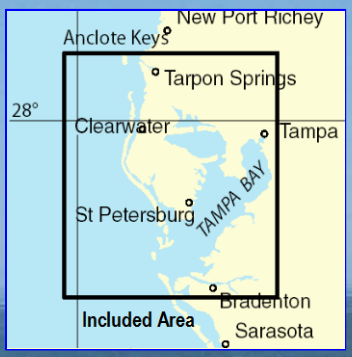
BookletChart™

Tampa Bay and St. Joseph Sound

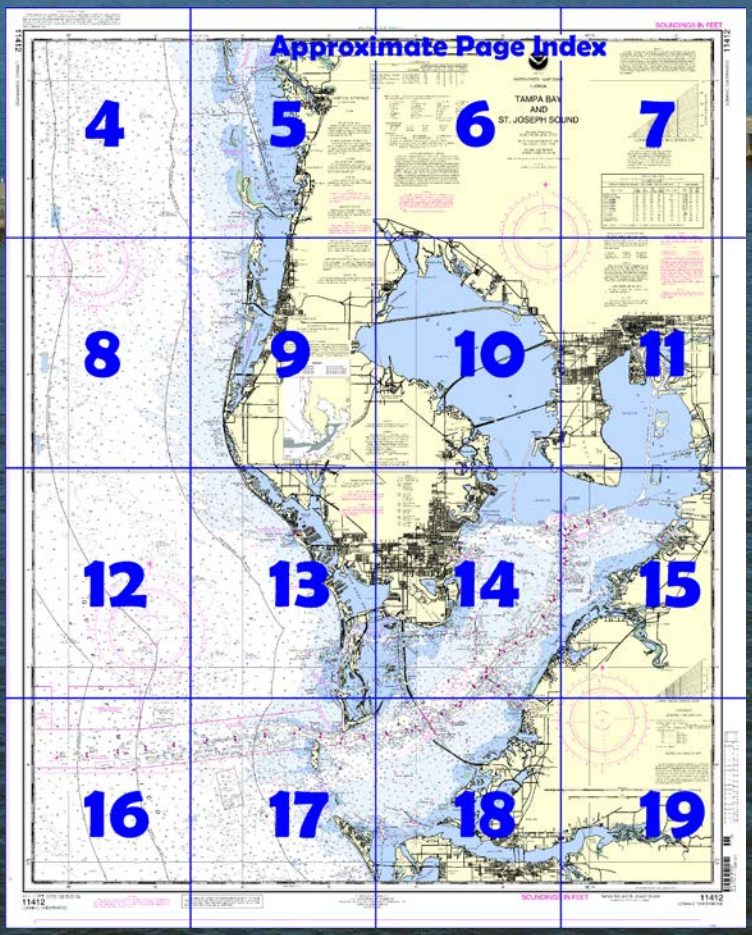
NOAA Chart 11412

A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

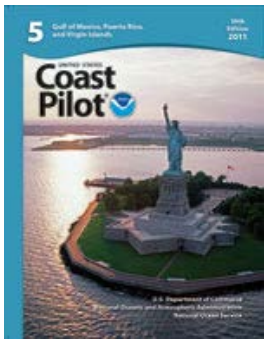
Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at http://www.NauticalCharts.NOAA.gov.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=11412

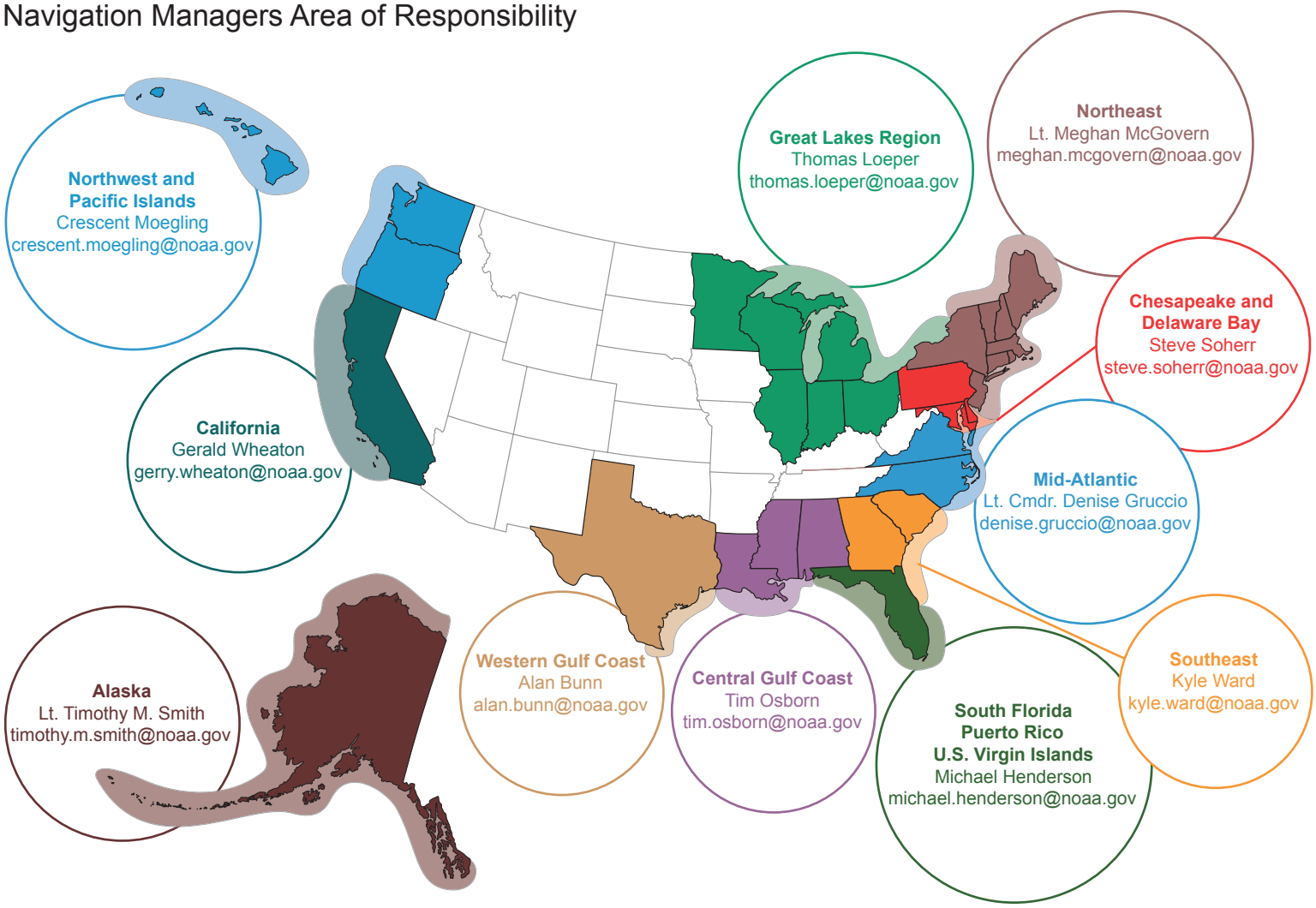


[Coast Pilot 5, Chapter 9 excerpts]. **Vessels should approach the harbor through the Tampa Safety Fairway.** The entrance and all other navigable waters of Tampa Bay, Hillsborough Bay, Old Tampa Bay, and tributaries herein are within a **regulated navigation area**.
Required Reports to the CVTS.–Vessels should contact the CVTS prior to entering Tampa Bay, shifting or departing dock (see paragraphs 39-51 for details).
Anchorages.–Vessels with good ground tackle should anchor in the Tampa Anchorages, N of the Tampa Safety Fairway leading to Egmont Channel. An emergency anchorage is S of Mullet Key in depths of 30 to 35 feet; and SW of Gadsden Point in natural depths of 29 to 32 feet.
Explosives and quarantine anchorages are E of Mullet Key, NE of Papys Point, and S of Interbay Peninsula. (See **110.1 and 110.193**, chapter 2, for limits and regulations.)
Dangers.–Shoal areas extend seaward from Egmont Key as far as **Palantine Shoal,** which is 5 miles W of the key and on the S side of Egmont Channel entrance. Palantine Shoal consists of several small lumps with depths of 11 to 18 feet over them. Spoil areas, for the most part unmarked and with reported depths of 10 feet or less, border the dredged cuts of the main ship channel in Tampa Bay and the channels in Old Tampa Bay. Caution should be observed particularly at the entrances to the side channels leading to Port Manatee, Alafia River, and Port Sutton.
Local weather during the thunderstorm season is unpredictable, and intense winds can develop suddenly. Before entering or departing the port, mariners should obtain local weather forecasts, maintain a close watch on the weather, and ensure that light vessels are properly ballasted during the transit.
Safety zones have been established around vessels carrying anhydrous ammonia or liquefied petroleum gas when transiting or moored in Tampa Bay.
A **regulated navigation** area has been established to protect vessels from limited water depth in **Sparkman Channel** caused by an underwater pipeline.
Currents.–A strong offshore wind sometimes lowers the water surface at Tampa and in the dredged channels as much as 4 feet, and retards the time of high water by as much as 3 hours. A continued SW wind raises the water by nearly the same amount and advances the time of high water by as much as 1 hour.
At a location 6.7 miles W of Egmont Key Light, the tidal current is rotary, turning clockwise, and has considerable daily inequality. The strengths of the greater floods and ebbs set N and S, respectively. Four days of current observations at this location during a period of moderate N winds indicated a resultant nontidal current of 0.4 knot setting S.
Notice of Arrival Time.–Vessels are requested to contact Pilot Dispatch 24 hours before arrival with the following information: international gross tonnage, LOA, beam, deep draft, and name of local agent. Call the pilot station on VHF-FM Channel 16 four hours prior to arrival and one hour prior to arrival at the sea buoy (Tampa Bay Lighted Buoy T). The pilot station stands by on VHF-FM Channels 16, 17, 13, 12, and 10. Additional instructions will be given upon radio contact. If instructed to anchor, please keep 24-hour watch on VHF-FM Channels 12 and 13. Vessels are normally not moved in dense fog, and during strong northwest winds, vessels are boarded inside Egmont Key.
A 2-hour minimum advanced notice of arrival or departure every Sunday is essential for vessels constrained by draft in Tampa Bay due to the arrival and departure of the cruise ship INSPIRATION. The Tampa Bay Vessel Traffic Advisory System (VTAS-Call Sign WHX 362), monitors VHF-FM channel 12.

U.S. Coast Guard Rescue Coordination Center
24 hour Regional Contact for Emergencies

RCC New Orleans	Commander 8th CG District New Orleans, LA	(504) 589-6225

Navigation Managers Area of Responsibility

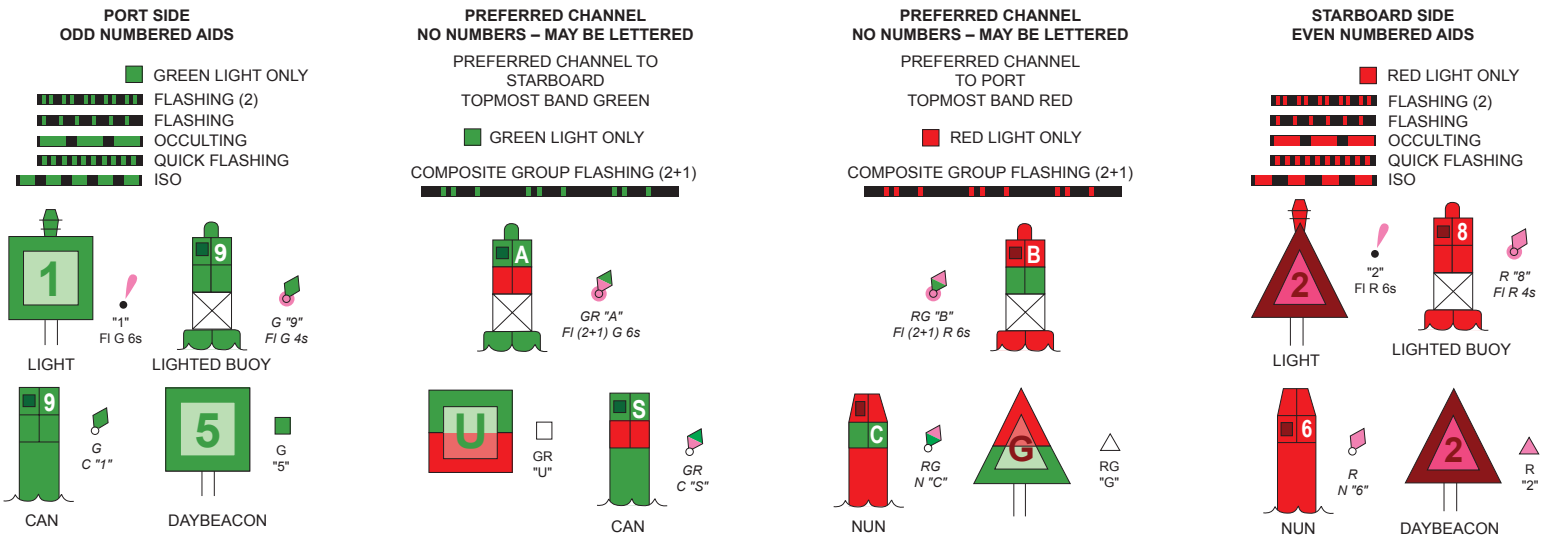


NOAA's navigation managers serve as ambassadors to the maritime community. They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit *nauticalcharts.noaa.gov/service/navmanagers*

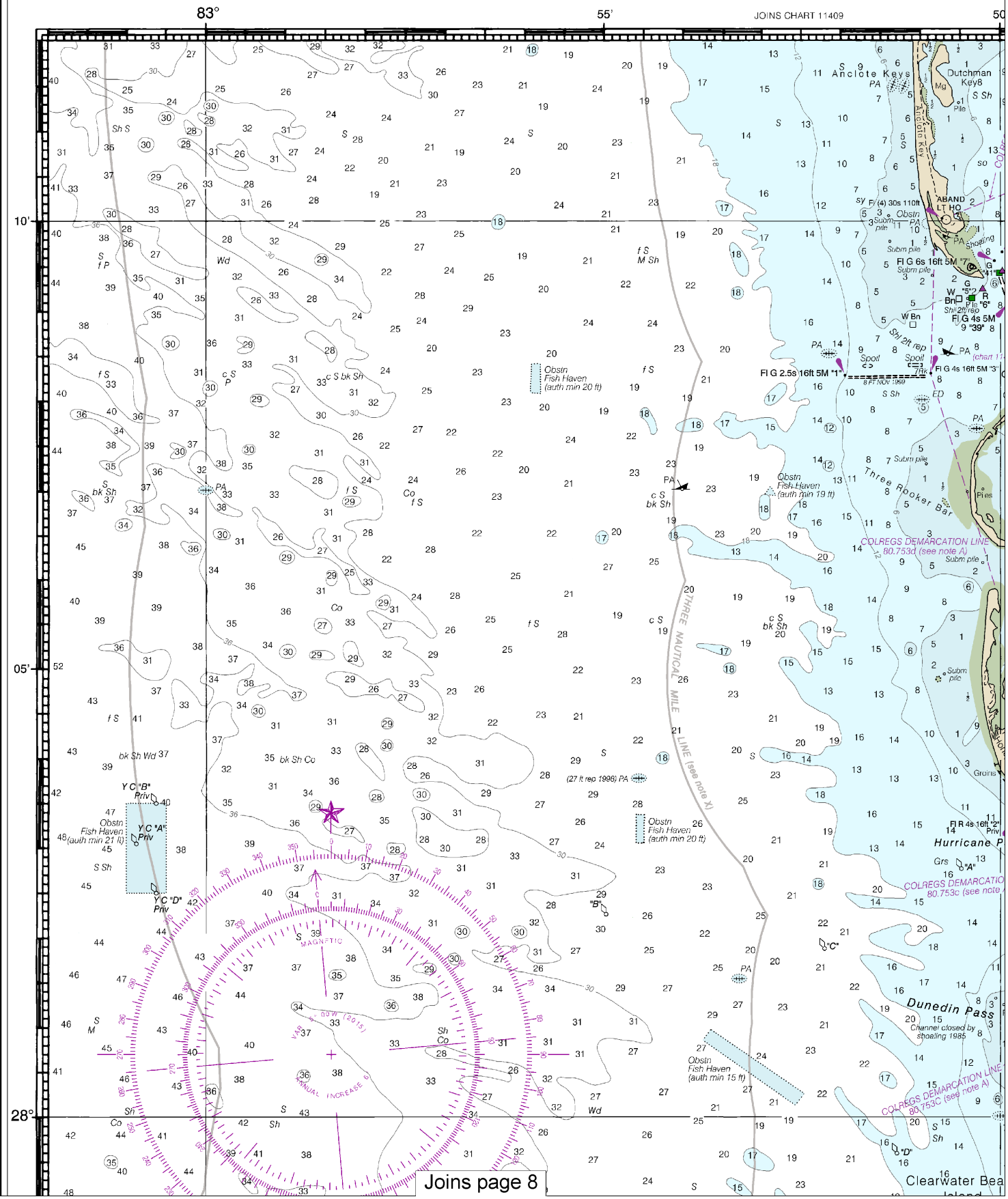
To make suggestions or ask questions online, go to *nauticalcharts.noaa.gov/inquiry*.
To report a chart discrepancy, please use *ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx*.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area. These volumes are available online at *http://www.navcen.uscg.gov*



4

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

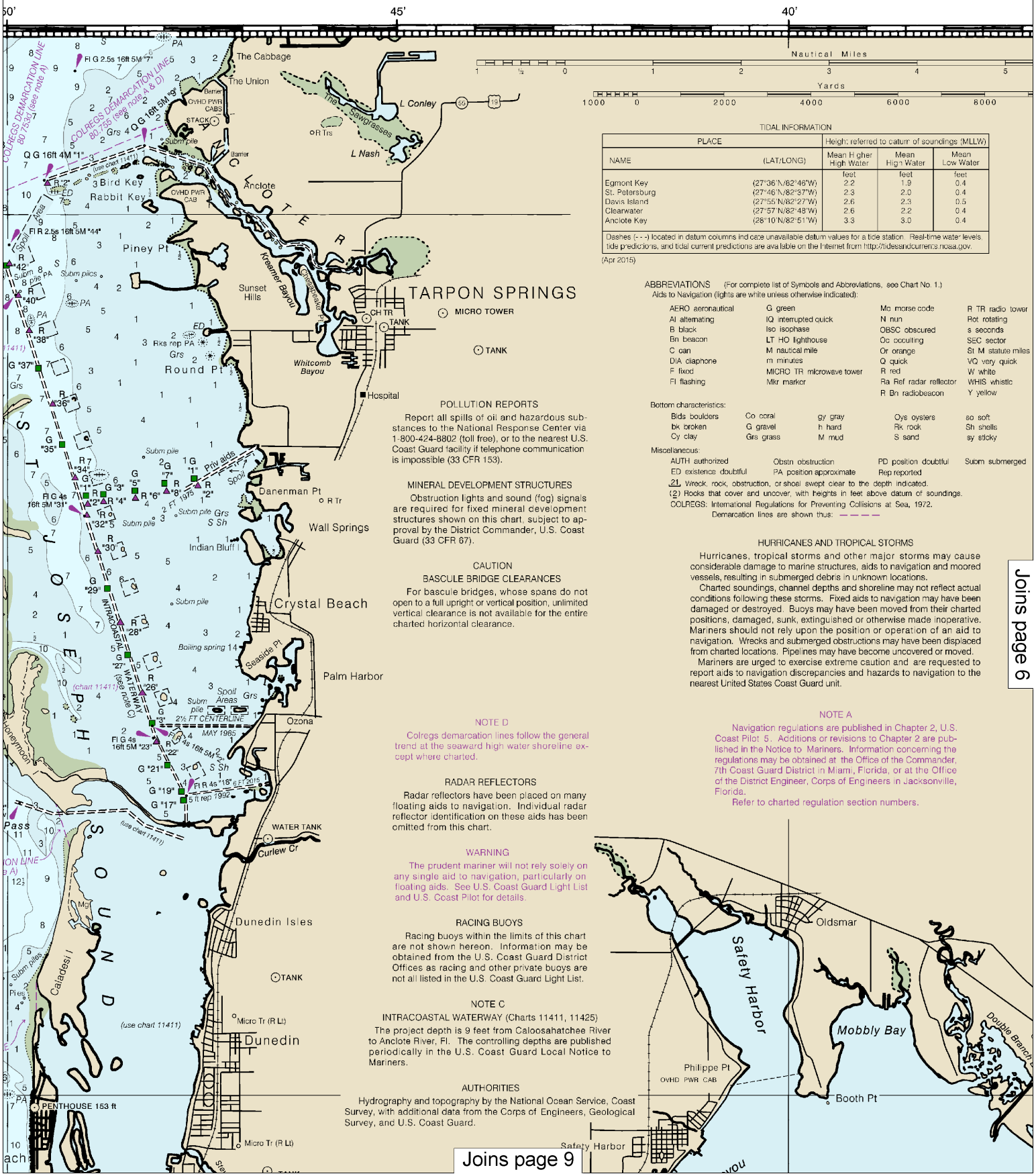
Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

See Note on page 5.



TIDAL INFORMATION

PLACE NAME	(LAT/LONG)	Height: referred to datum of soundings (MLLW) Mean Higher High Water	Mean High Water	Mean Low Water
		feet	feet	feet
Egmont Key	(27°36'N/82°46'W)	2.2	1.9	0.4
St. Petersburg	(27°46'N/82°37'W)	2.3	2.0	0.4
Davis Island	(27°55'N/82°27'W)	2.6	2.3	0.5
Clearwater	(27°57'N/82°48'W)	2.6	2.2	0.4
Anclote Key	(28°10'N/82°51'W)	3.3	3.0	0.4

Dashes (- - -) located in datum columns indicate unavailable datum values for a tide station. Real-time water levels, tide predictions, and tidal current predictions are available on the Internet from http://tidesandcurrents.noaa.gov.

(Apr 2015)

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical; Al alternating; B black; Bn beacon; C can; DIA diaphone; F fixed; Fl flashing; G green; IQ interrupted quick; Iso isophase; LT HO lighthouse; M nautical mile; m minutes; MICRO TR microwave tower; Mkr marker; Mo morse code; N nun; OBSC obscured; Oc occulting; Or orange; Q quick; R red; Ra Ref radar reflector; R Bn radiobeacon; R TR radio tower; Rot rotating; s seconds; SEC sector; St M statute miles; VQ very quick; W white; WHIS whistle; Y yellow

Bottom characteristics:

Blds boulders; bk broken; Cy clay; Co coral; G gravel; Grs grass; gy gray; h hard; M mud; Oys oysters; Rk rock; S sand; so soft; Sh shells; sy sticky

Miscellaneous:

AUTH authorized; ED existence doubtful; Obstn obstruction; PA position approximate; PD position doubtful; Rep reported; Subm submerged

21 Wreck, rock, obstruction, or shoal swept clear to the depth indicated.

(2) Rocks that cover and uncover, with heights in feet above datum of soundings.

COLREGS: International Regulations for Preventing Collisions at Sea, 1972.

Demarcation lines are shown thus: — — — —

POLLUTION REPORTS

Report all spills of oil and hazardous substances to the National Response Center via 1-800-424-8802 (toll free), or to the nearest U.S. Coast Guard facility if telephone communication is impossible (33 CFR 153).

MINERAL DEVELOPMENT STRUCTURES

Obstruction lights and sound (fog) signals are required for fixed mineral development structures shown on this chart, subject to approval by the District Commander, U.S. Coast Guard (33 CFR 67).

CAUTION

BASCULE BRIDGE CLEARANCES

For bascule bridges, whose spans do not open to a full upright or vertical position, unlimited vertical clearance is not available for the entire charted horizontal clearance.

HURRICANES AND TROPICAL STORMS

Hurricanes, tropical storms and other major storms may cause considerable damage to marine structures, aids to navigation and moored vessels, resulting in submerged debris in unknown locations.

Charted soundings, channel depths and shoreline may not reflect actual conditions following these storms. Fixed aids to navigation may have been damaged or destroyed. Buoys may have been moved from their charted positions, damaged, sunk, extinguished or otherwise made inoperative. Mariners should not rely upon the position or operation of an aid to navigation. Wrecks and submerged obstructions may have been displaced from charted locations. Pipelines may have become uncovered or moved.

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NOTE A

Navigation regulations are published in Chapter 2, U.S. Coast Pilot 5. Additions or revisions to Chapter 2 are published in the Notice to Mariners. Information concerning the regulations may be obtained at the Office of the Commander, 7th Coast Guard District in Miami, Florida, or at the Office of the District Engineer, Corps of Engineers in Jacksonville, Florida.

Refer to charted regulation section numbers.

NOTE D

Colregs demarcation lines follow the general trend at the seaward high water shoreline except where charted.

RADAR REFLECTORS

Radar reflectors have been placed on many floating aids to navigation. Individual radar reflector identification on these aids has been omitted from this chart.

WARNING

The prudent mariner will not rely solely on any single aid to navigation, particularly on floating aids. See U.S. Coast Guard Light List and U.S. Coast Pilot for details.

RACING BUOYS

Racing buoys within the limits of this chart are not shown hereon. Information may be obtained from the U.S. Coast Guard District Offices as racing and other private buoys are not all listed in the U.S. Coast Guard Light List.

NOTE C

INTRACOASTAL WATERWAY (Charts 11411, 11425)

The project depth is 9 feet from Caloosahatchee River to Anclote River, Fl. The controlling depths are published periodically in the U.S. Coast Guard Local Notice to Mariners.

AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

Joins page 6

Joins page 9

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:106666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

45' 40' 35'

Nautical Miles 1 ½ 0 1 2 3 4 5 6 7

Yards 1000 0 2000 4000 6000 8000 10000

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AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

The Cabbage
The Union
L Conley
The Sawgrasses
L Nash
Anclote
Anclote River
Kreamer Bayou
Chesapeake Pt
Sunset Hills
TARPON SPRINGS
MICRO TOWER
CH TR
TANK
Whitcomb Bayou
Hospital
Priv aids
Spoil
Danenman Pt
Wall Springs
Crystal Beach
Seaside Pt
Palm Harbor
Spoil Areas
Ozona
WATER TANK
Curlew Cr
Dunedin Isles
Micro Tr (R Lt)
Dunedin
Micro Tr (R Lt)
Safety Harbor
Oldsmar
Safety Harbor
Mobbly Bay
Philippe Pt
OVHD PWR CAB
Booth Pt
Double Branch Bay
OVHD PWR CAB
Rocky Creek

Joins page 5

Joins page 10

ST.

Addit

Printed at reduced scale. ~~SCALE 1:80,000~~

See Note on page 5.

Nautical Miles 1 0 1 2 3 4 5 6 7

Yards 1000 0 2000 4000 6000 8000 10000

Note: Chart grid lines are aligned with true north.

82° 30'

25'

10'

05'

28°

THE NATION'S CHARTMAKER SINCE 1807

UNITED STATES - GULF COAST

FLORIDA

TAMPA BAY AND JOSEPH SOUND

Mercator Projection
Scale 1:80,000 at Lat. 27°50'

North American Datum of 1983
(World Geodetic System 1984)

SOUNDINGS IN FEET
AT MEAN LOWER LOW WATER

ditional information can be obtained at nauticalcharts.noaa.gov.

HEIGHTS
Heights in feet above Mean High Water.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

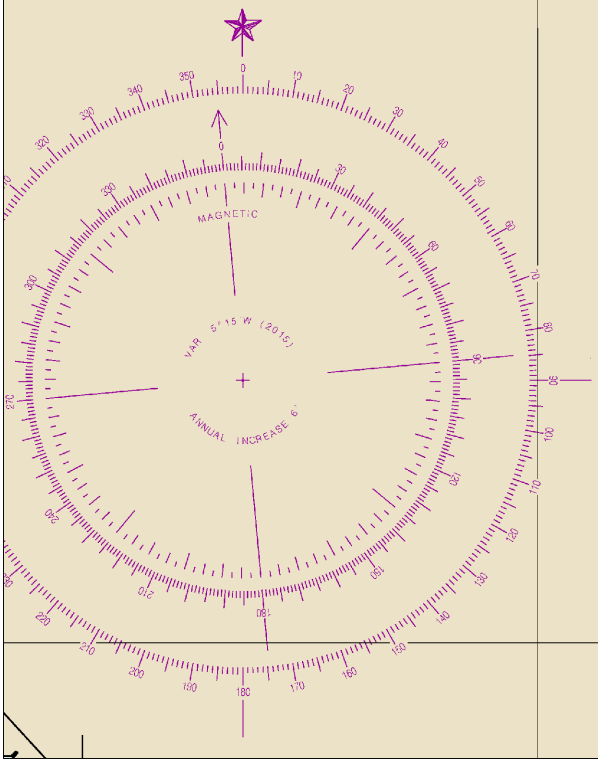
HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 1.077" northward and 0.642" eastward to agree with this chart.

TAMPA BAY CHANNEL DEPTHS
TABULATED FROM SURVEYS BY THE CORPS OF ENGINEERS - REPORT OF MAR 2015 AND SURVEYS TO APR 2015

CONTROLLING DEPTHS FROM SEAWARD IN FEET AT MEAN LOWER LOW WATER (MLLW)						PROJECT DIMENSIONS		
NAME OF CHANNEL	LEFT OUTSIDE QUARTER	LEFT INSIDE QUARTER	RIGHT INSIDE QUARTER	RIGHT OUTSIDE QUARTER	DATE OF SURVEY	WIDTH (FEET)	LENGTH (NAUT. MILES)	DEPTH MLLW (FEET)
EGMONT CHANNEL	38.0	45.0	45.0	41.0	4-15	700-1000	3.9	45
MULLET KEY CHANNEL	41.6	42.9	42.9	40.6	3-15	600	4.2	43
CUT A CHANNEL	40.3	42.2	42.4	42.6	2-15	500	3.2	43
CUT B CHANNEL	41.6	41.4	42.1	40.9	3-15	500	4.0	43
CUT C CHANNEL	39.5	41.9	42.8	42.4	3-15	500	2.0	43
CUT D CHANNEL	41.8	41.3	41.9	41.2	3-15	500	2.5	43
CUT E CHANNEL	40.8	41.1	41.9	42.4	3-15	500	2.4	43
CUT F CHANNEL	41.6	42.7	43.2	41.7	4-14	500	1.6	43
EAST WIDNER	42.4	42.4	42.4	42.4	4-14	0-2880	0.4	43
WEST WIDNER	31.3	31.3	31.3	31.3	4-14	0-970	0.25	34
CUT G CHANNEL	32.9	33.9	33.8	31.4	4-14	400	2.7	34
GADSDEN PT. CUT	41.2	42.8	41.9	40.4	4-14	500	3.05	43

NOTE - CONSULT THE CORPS OF ENGINEERS FOR CHANGES SUBSEQUENT TO THE ABOVE INFORMATION



NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Tampa, FL	KHB-32	162.550 MHz
Sarasota, FL	WWG-59	162.400 MHz
Largo Marine, FL	KEC-38	162.450 MHz

NOTE S

Regulations for Ocean Dumping Sites are contained in 40 CFR, Parts 220-229. Additional information concerning the regulations and requirements for use of the sites may be obtained from the Environmental Protection Agency (EPA). See U.S. Coast Pilots appendix for addresses of EPA offices. Dumping subsequent to the survey dates may have reduced the depths shown.

SUPPLEMENTAL INFORMATION

C important suppl

Joins page 11

CAUTION

SUBMARINE PIPELINES AND CABLES

Charted submarine pipelines and submarine cables and submarine pipeline and cable areas are shown as:

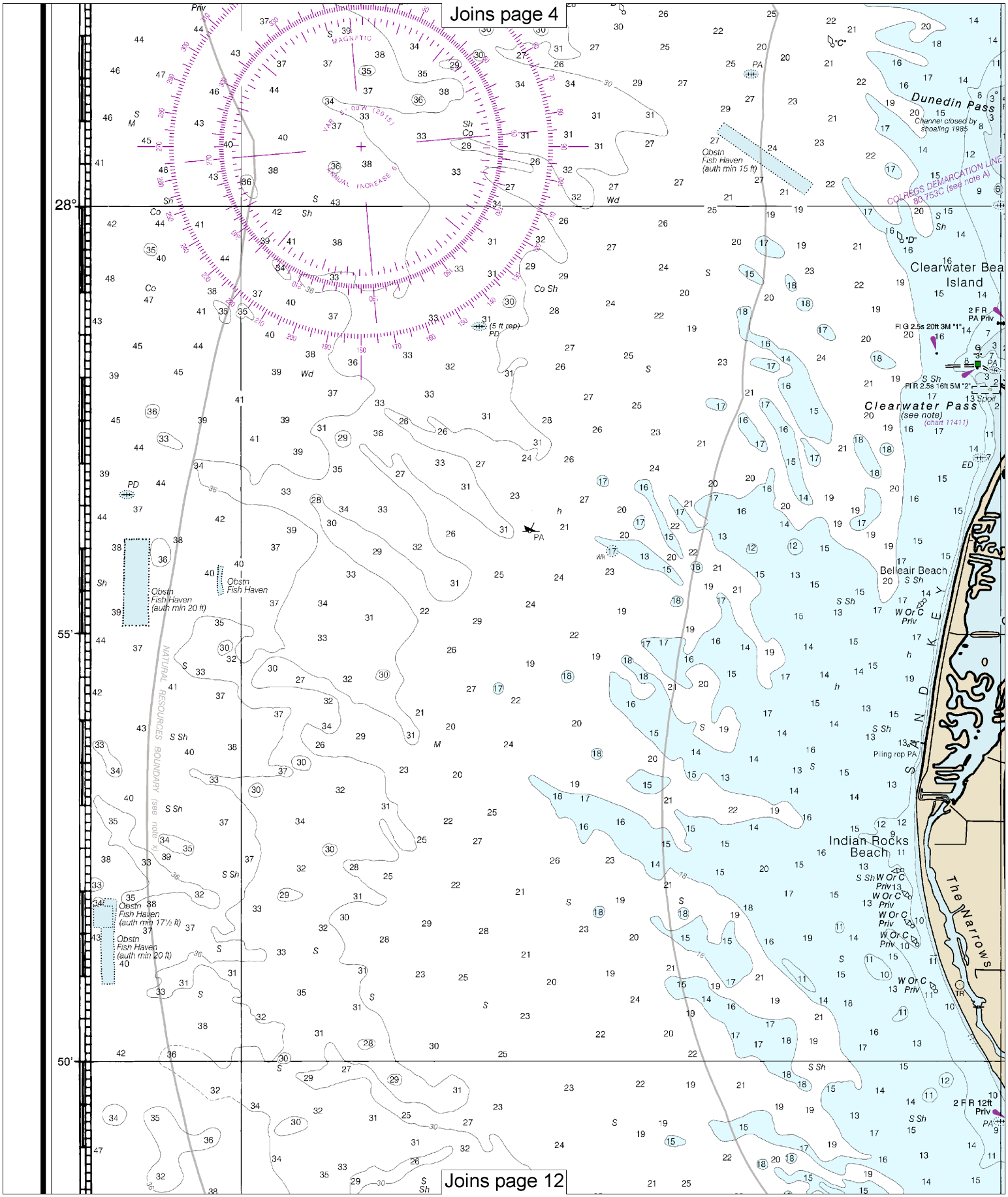
Pipeline Area

Cable Area

Additional uncharted submarine pipelines and submarine cables may exist within the area of this chart. Not all submarine pipelines and submarine cables are required to be buried, and those that were originally buried may have become exposed. Mariners should use extreme caution when operating vessels in depths of water comparable to their draft in areas where pipelines and cables may exist, and when anchoring, dragging, or trawling.

Covered wells may be marked by lighted or unlighted buoys.

Last Correction: 2/4/2016. Cleared through:
LNM: 1316 (3/29/2016), NM: 1516 (4/9/2016)



8

Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

See Note on page 5.

Nautical Miles

1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

Joins page 5

RACING BUOYS

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AUTHORITIES

Hydrography and topography by the National Ocean Service, Coast Survey, with additional data from the Corps of Engineers, Geological Survey, and U.S. Coast Guard.

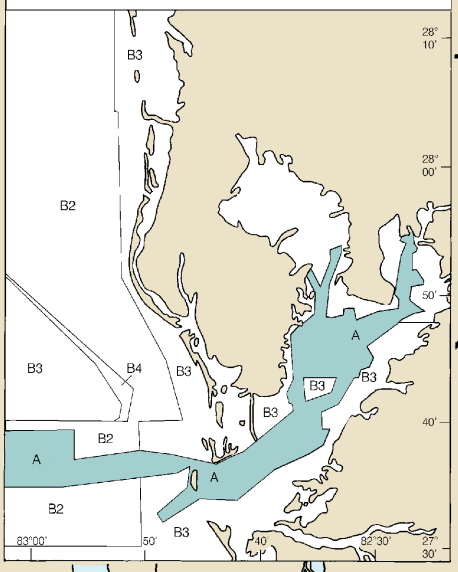
CLEARWATER PASS

The project depth is 8 feet. For controlling depths see chart 11411.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE		
A 1990-2011	NOS Surveys	full bottom coverage
B2 1970-1989	NOS Surveys	partial bottom coverage
B3 1940-1969	NOS Surveys	partial bottom coverage
B4 1900-1939	NOS Surveys	partial bottom coverage



CAUTION

Improved channels shown by broken lines are subject to shoaling, particularly at the edges.

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:
⊙(Accurate location) o(Approximate location)

AIDS TO NAVIGATION

Consult U.S. Coast Guard Light List for supplemental information concerning aids to navigation.

JOHNS PASS ENTRANCE

The project depth is 10 feet. For controlling depths see chart 11411.

CABLE AND PIPELINE AREAS

The cable and pipeline areas falling within the areas of the larger scale charts are shown on this chart.

NOTE B

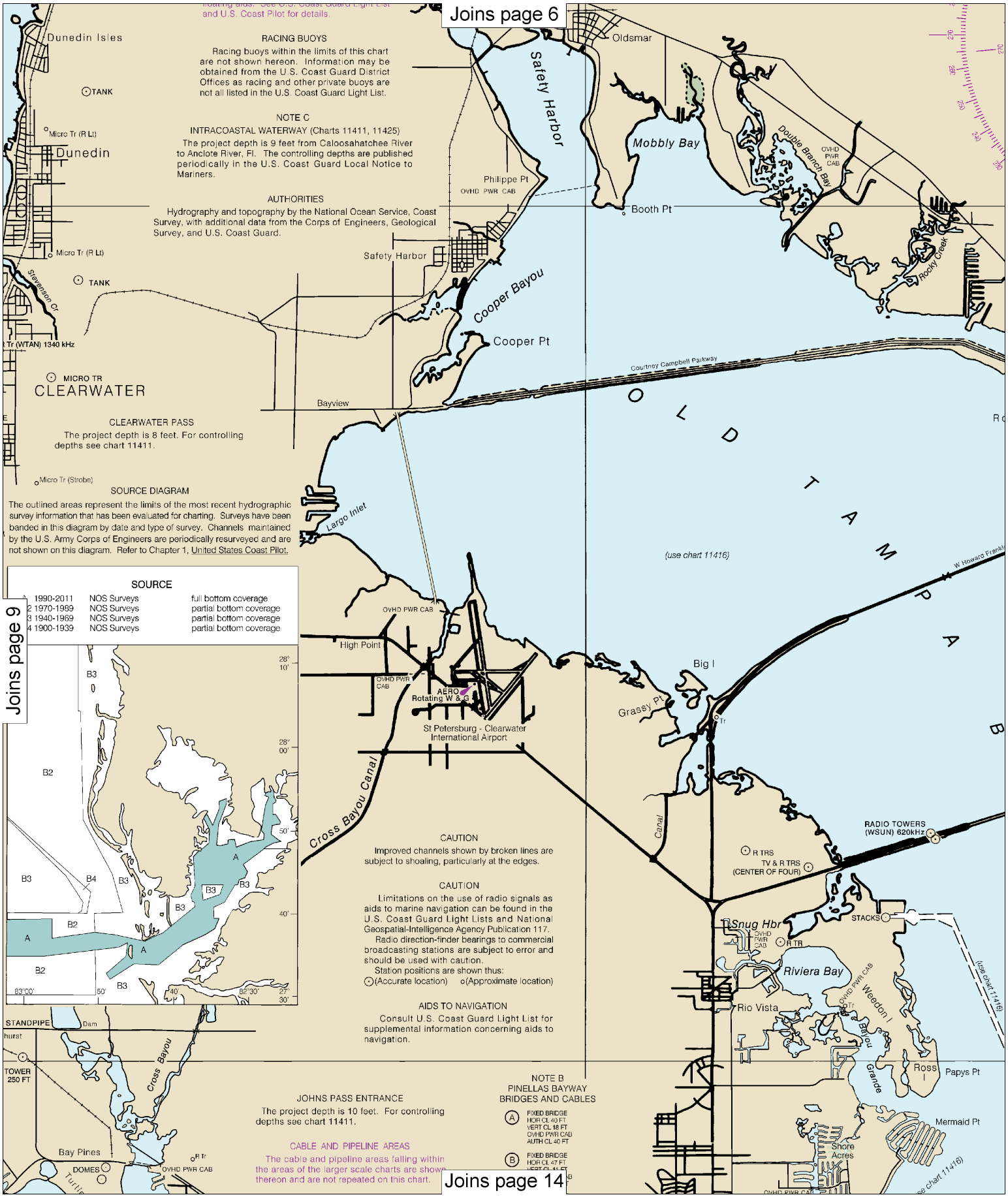
PINELLAS BAYWAY BRIDGES AND CABLES

(A) FIXED BRIDGE
HOR CL 40 FT
VERT CL 18 FT
OVHD PWR CAB
AUTH CL 40 FT

(B) FIXED BRIDGE
HOR CL 47 FT
VERT CL 11 FT
OVHD PWR CAB
AUTH CL 40 FT

Joins page 13

Joins page 10



10

Note: Chart grid lines are aligned with true north.

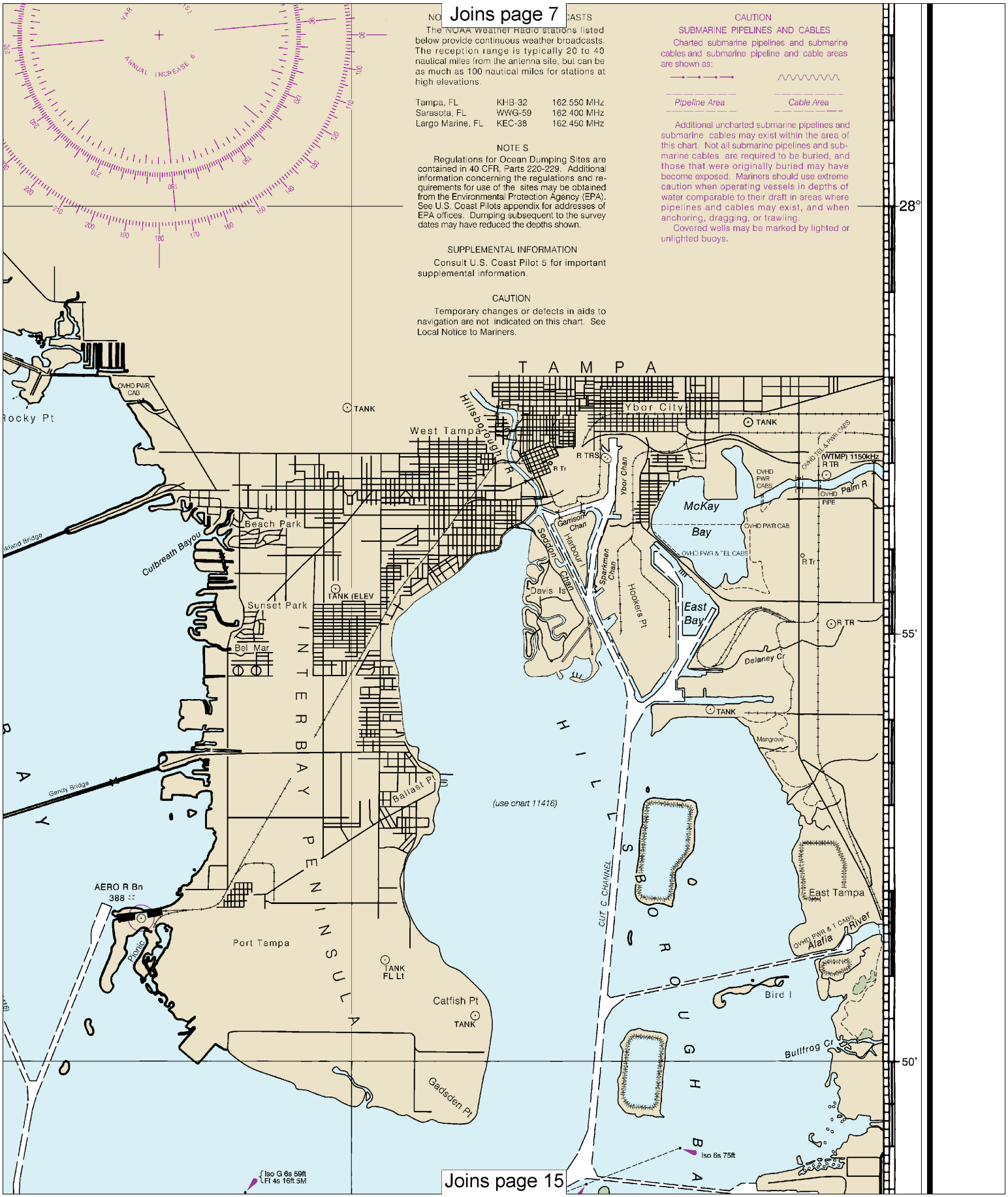
Printed at reduced scale. ~~SCALE 1:80,000~~

See Note on page 5.

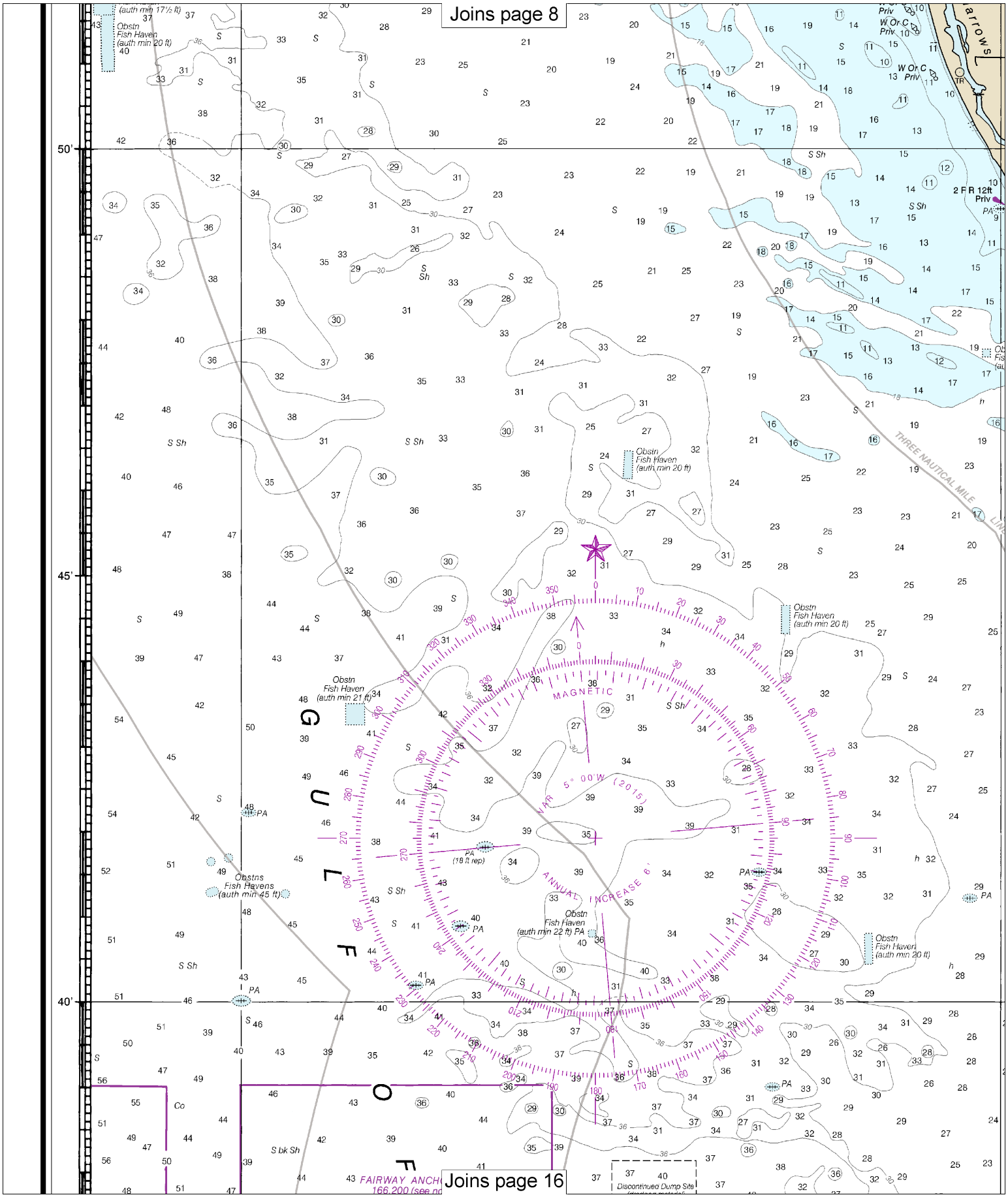
Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

Joins page 7



Joins page 15



Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

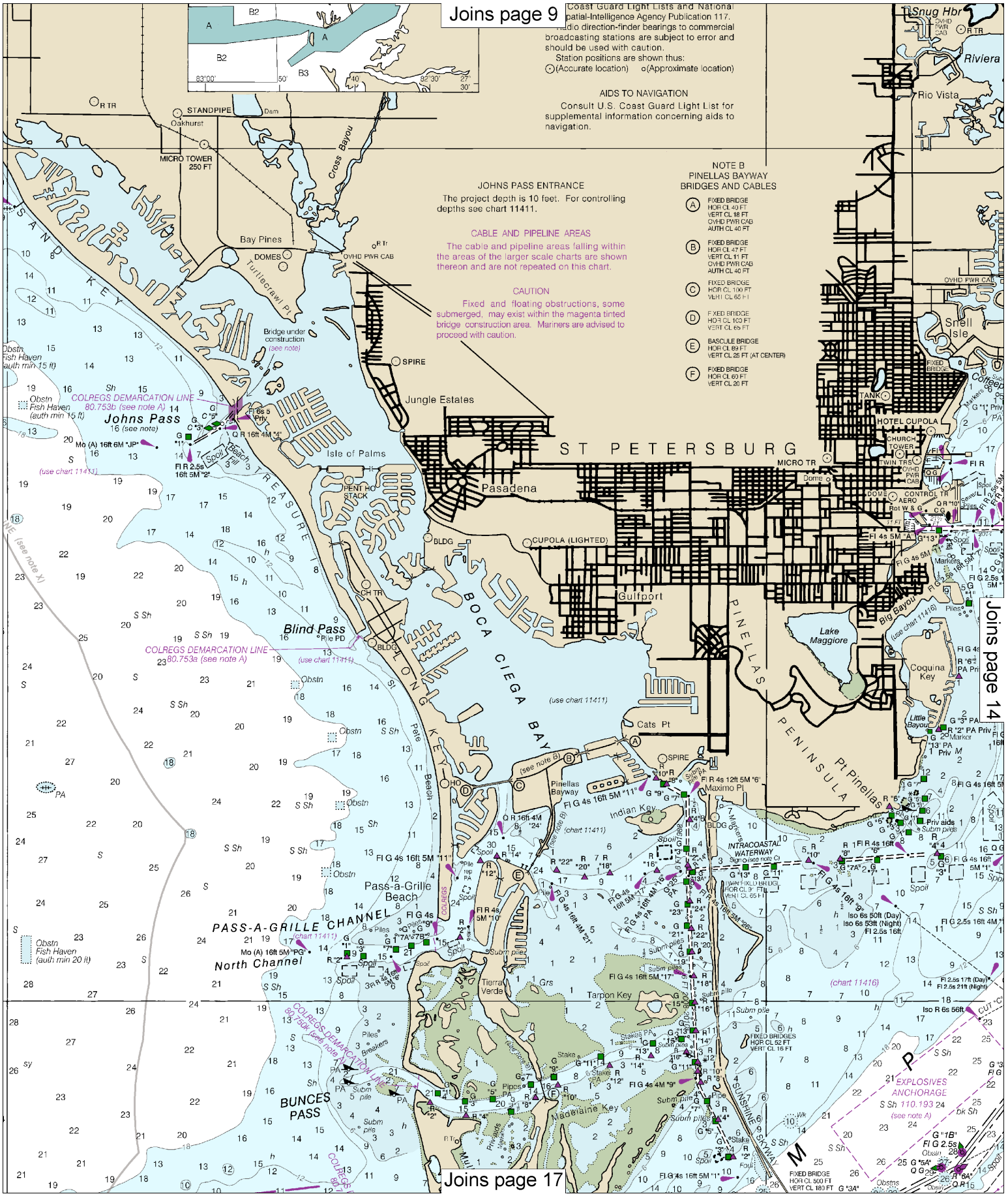
Nautical Miles

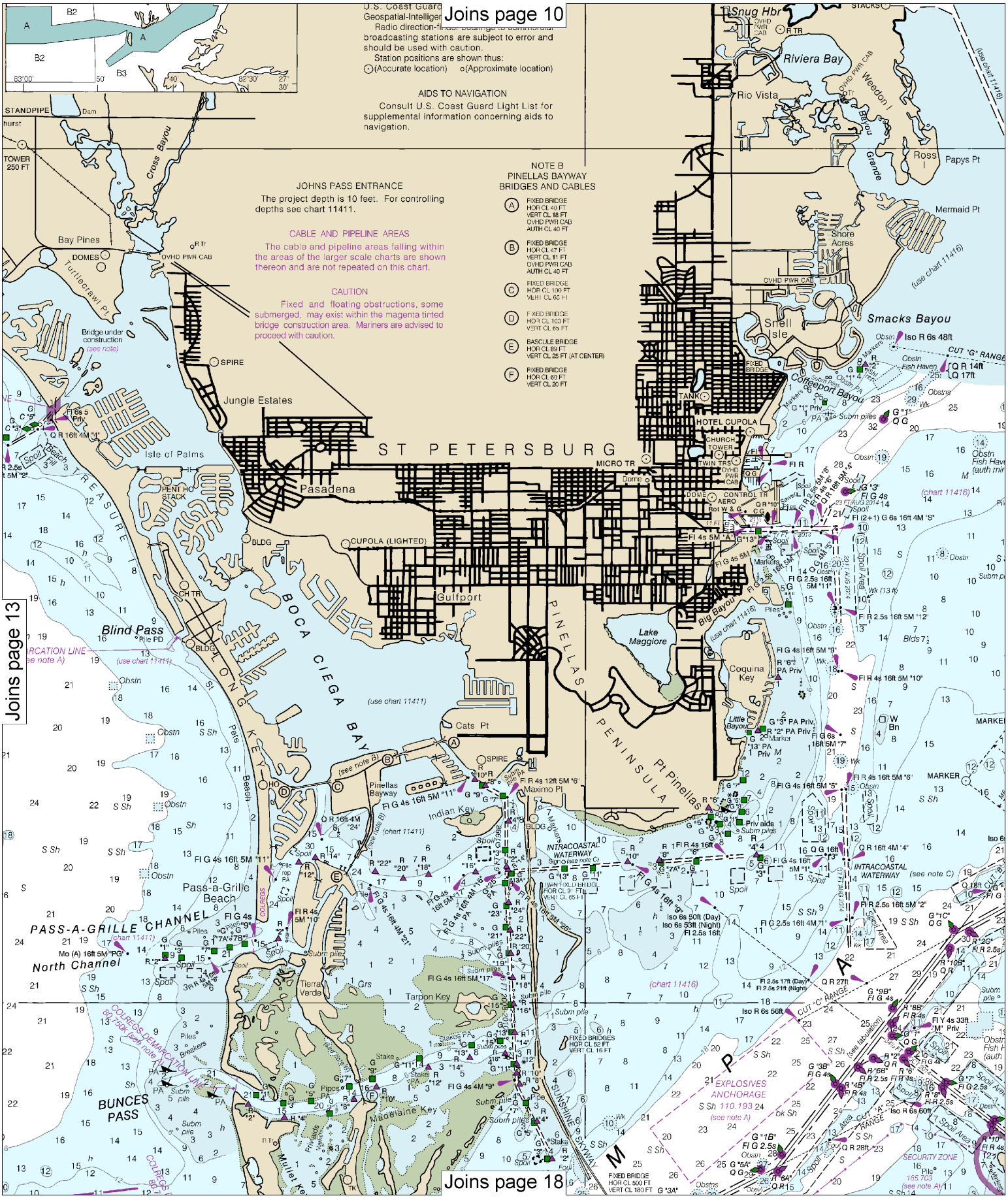
1 0 1 2 3 4 5 6 7

Yards

1000 0 2000 4000 6000 8000 10000

See Note on page 5.


Joins page 9
Coast Guard Light Lists and National
patial-Intelligence Agency Publication 117.
Radio direction-finder bearings to commercial
broadcasting stations are subject to error and
should be used with caution.
Station positions are shown thus:
⊙(Accurate location) o(Approximate location)
AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for
supplemental information concerning aids to
navigation.
JOHNS PASS ENTRANCE
The project depth is 10 feet. For controlling
depths see chart 11411.
CABLE AND PIPELINE AREAS
The cable and pipeline areas falling within
the areas of the larger scale charts are shown
thereon and are not repeated on this chart.
CAUTION
Fixed and floating obstructions, some
submerged, may exist within the magenta tinted
bridge construction area. Mariners are advised to
proceed with caution.
NOTE B
PINELLAS BAYWAY
BRIDGES AND CABLES
A FIXED BRIDGE HOR CL 40 FT VERT CL 18 FT OVHD PWR CAB AUTH CL 40 FT
B FIXED BRIDGE HOR CL 47 FT VERT CL 11 FT OVHD PWR CAB AUTH CL 40 FT
C FIXED BRIDGE HOR CL 100 FT VERT CL 65 FT
D FIXED BRIDGE HOR CL 100 FT VERT CL 65 FT
E BASCULE BRIDGE HOR CL 89 FT VERT CL 25 FT (AT CENTER)
F FIXED BRIDGE HOR CL 60 FT VERT CL 20 FT
Snug Hbr
Riviera
Rio Vista
R TR
STANDPIPE
Dam
Oakhurst
MICRO TOWER 250 FT
Cross Bayou
Bay Pines
DOMES
Turtlecrawl Pt
OVHD PWR CAB
Bridge under construction (see note)
SPIRE
Jungle Estates
Johns Pass
16 (see note)
COLREGS DEMARCATION LINE 80.753b (see note A)
Mo (A) 16ft 6M "JP"
Fl R 2.5s 16ft 5M "2"
Isle of Palms
PENT HO STACK
Pasadena
ST PETERSBURG
MICRO TR
HOTEL CUPOLA
CHURCH TOWER
TWIN TRS
TANK
CONTROL TR
AERO
Dome
Snell Isle
CUPOLA (LIGHTED)
BLDG
CH TR
Gulfport
Lake Maggiore
Big Bayou
Coquina Key
Blind Pass
Pile PD
COLREGS DEMARCATION LINE 80.753a (see note A)
BOCA CIEGA BAY
LONG KEY
Cats Pt
PINELLAS PENINSULA
Pt Pinellas
Pinellas Bayway
Fl R 4s 12ft 5M "6"
Maximo Pt
Fl G 4s 16ft 5M "11"
Indian Key
INTRACOASTAL WATERWAY
Pass-a-Grille Beach
PASS-A-GRILLE CHANNEL
North Channel
Tiarra Verde
Tarpon Key
Madeleine Key
BUNCES PASS
COLREGS DEMARCATION LINE 80.750k
SUNSHINE SKYWAY
EXPLOSIVES ANCHORAGE
S Sh 110.193 24
(see note A)
FIXED BRIDGE HOR CL 500 FT VERT CL 180 FT
Joins page 14
Joins page 17



14

Note: Chart grid lines are aligned with true north.

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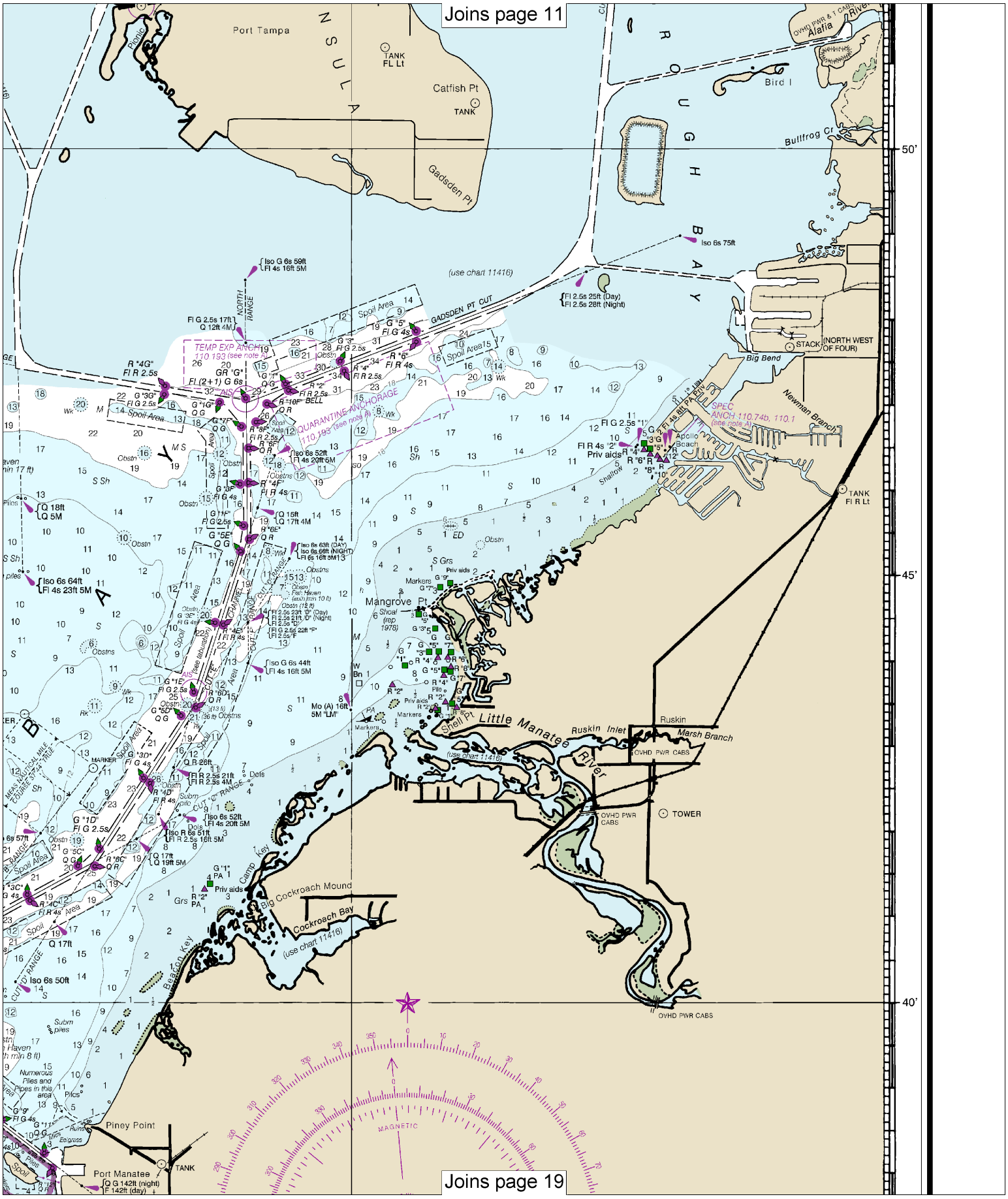
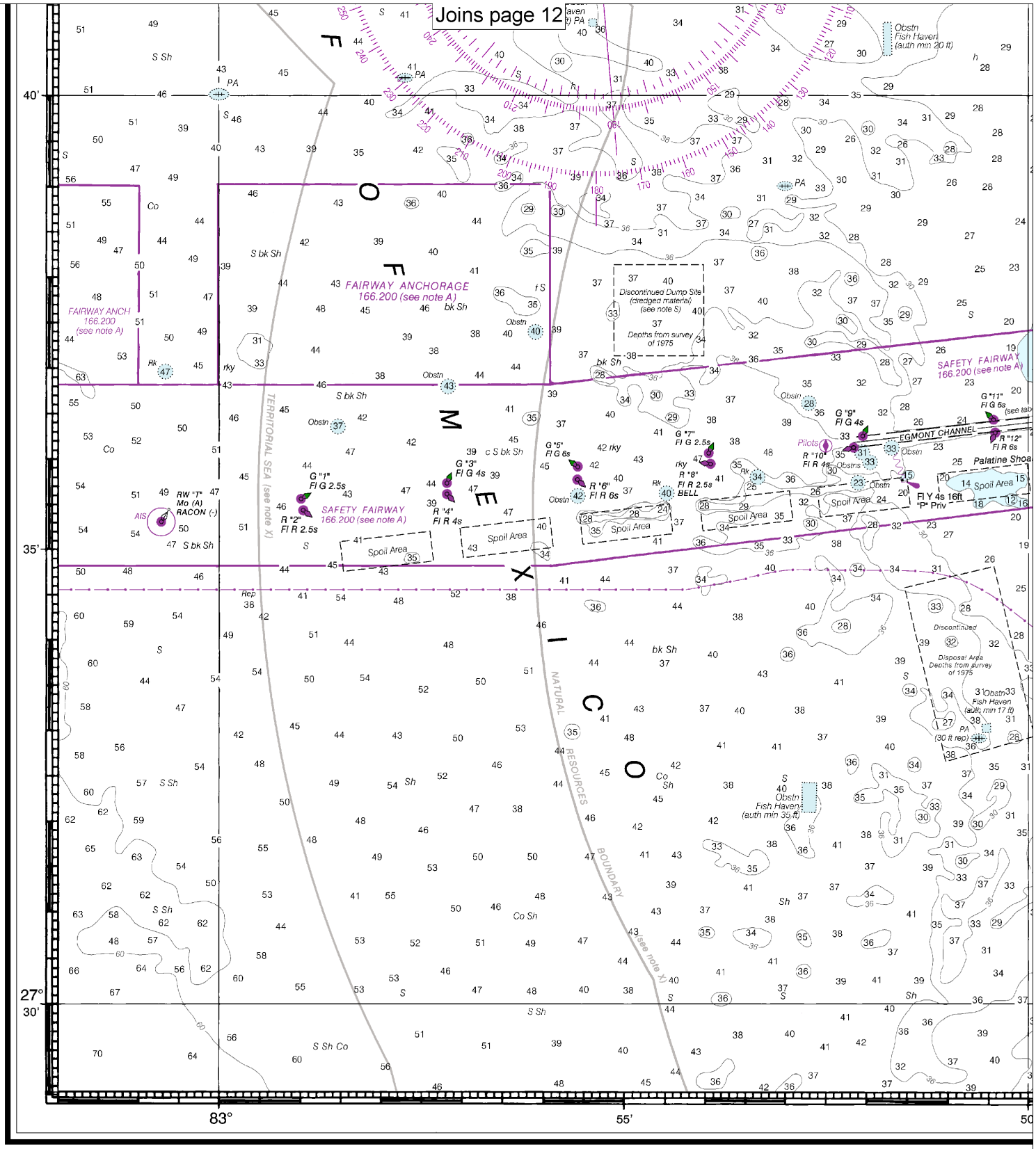
Nautical Miles: 1 0 1 2 3 4 5 6 7

Yards: 1000 0 2000 4000 6000 8000 10000

See Note on page 5.


Joins page 11
Port Tampa
TANK
FL Lt
Catfish Pt
TANK
Gadsden Pt
Bird I
Bullfrog Cr
Alafia River
OVHD PWR & T CABS
(use chart 11416)
Iso 6s 75ft
Fl 2.5s 25ft (Day)
Fl 2.5s 28ft (Night)
STACK (NORTH WEST OF FOUR)
Big Bend
Newman Branch
Apollo Beach
Fl 4s 8ft PA
SPEC ANCH 110.74b, 110.1 (see note A)
Fl R 4s "2"
Priv aids
TANK
Fl R Lt
Iso G 6s 59ft
Fl 4s 16ft 5M
NORTH RANGE
Fl G 2.5s 17ft
Q 12ft 4M
GADSDEN PT CUT
Spoil Area
Fl G 4s
TEMP EXP ANCH 110.193 (see note A)
QUARANTINE ANCHORAGE 110.193 (see note A)
R "4G"
Fl R 2.5s
GR "G"
Fl (2+1) G 6s
AIS
Fl G 2.5s
Spoil Area
R "10" BELL
Iso 6s 52ft
Fl 4s 20ft 5M
R "8"
Fl R 4s
Q 18ft
Q 5M
Q 15ft
Q 17ft 4M
Iso 6s 63ft (DAY)
Iso 6s 66ft (NIGHT)
Fl 6s 16ft 5M
Iso 6s 64ft
Fl 4s 23ft 5M
Mangrove Pt
Shoal (rep 1978)
Markers
Priv aids
Shell Pt
Little Manatee River
Ruskin Inlet
Ruskin
Marsh Branch
OVHD PWR CABS
TOWER
Iso G 6s 44ft
Fl 4s 16ft 5M
Mo (A) 16ft
5M "LM"
Fl 2.5s 23ft "B" (Day)
Fl 2.5s 21ft "D" (Night)
Fl G 2.5s 22ft "F"
Fl 2.5s "F"
Fl R 4s
Iso R 6s 51ft
Fl R 2.5s 16ft 5M
Fl R 2.5s 21ft
Fl R 2.5s 4M
Q R 26ft
Q 17ft
Q 19ft 5M
Iso 6s 50ft
Camp Key
Big Cockroach Mound
Cockroach Bay
(use chart 11416)
Beacon Key
Piney Point
Port Manatee
G 142ft (night)
F 142ft (day)
TANK
MAGNETIC
Joins page 19
50'
45'
40'



47th Ed., Oct. 2015

11412

Last Correction: 2/4/2016. Cleared through:
LNM: 1316 (3/29/2016), NM: 1516 (4/9/2016)

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOAA encourages users about this chart at http://www

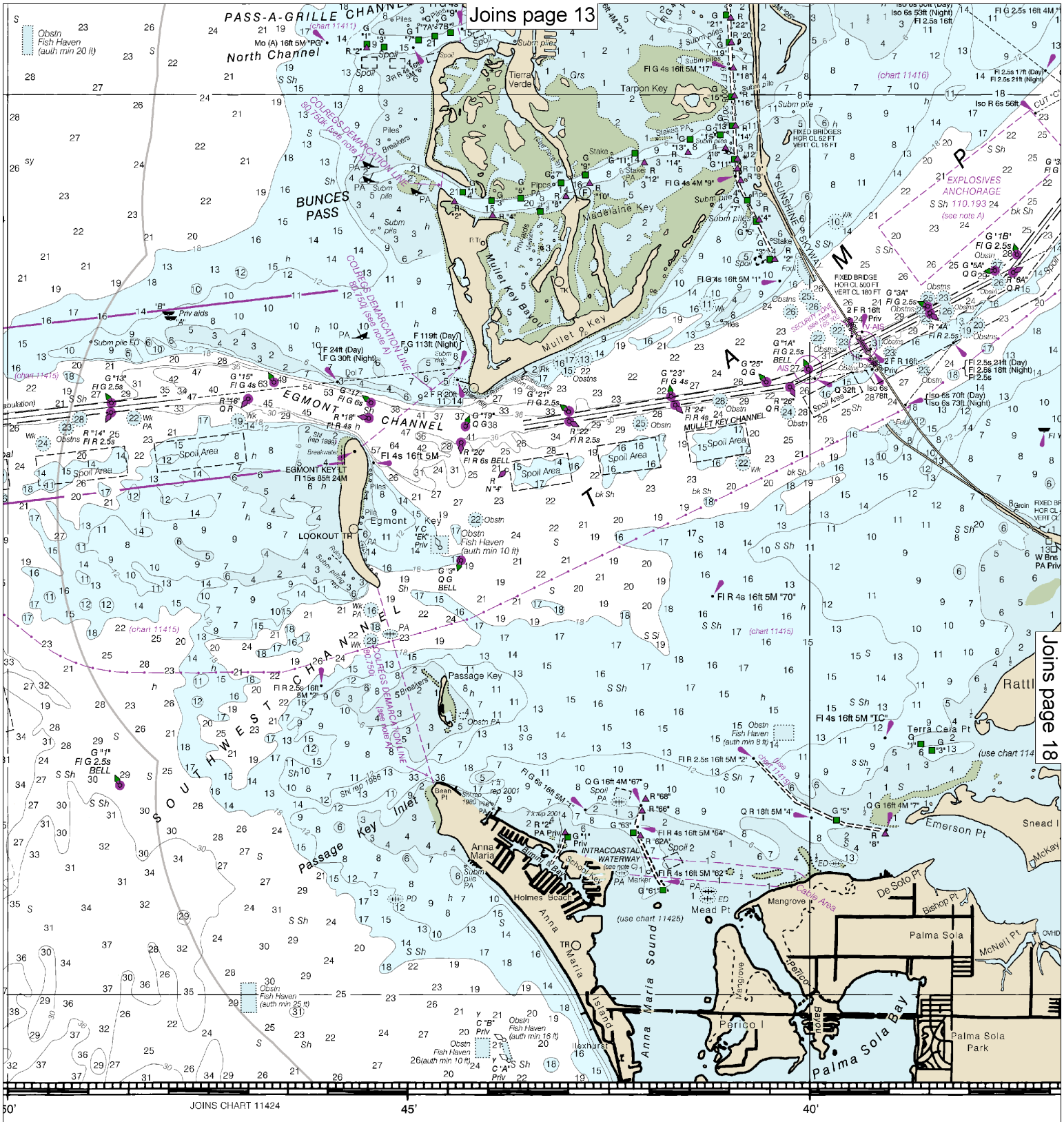
Note: Chart grid lines are aligned with true north.

Printed at reduced scale. ~~SCALE 1:80,000~~

See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000



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w.nauticalcharts.noaa.gov/staff/contact.htm.

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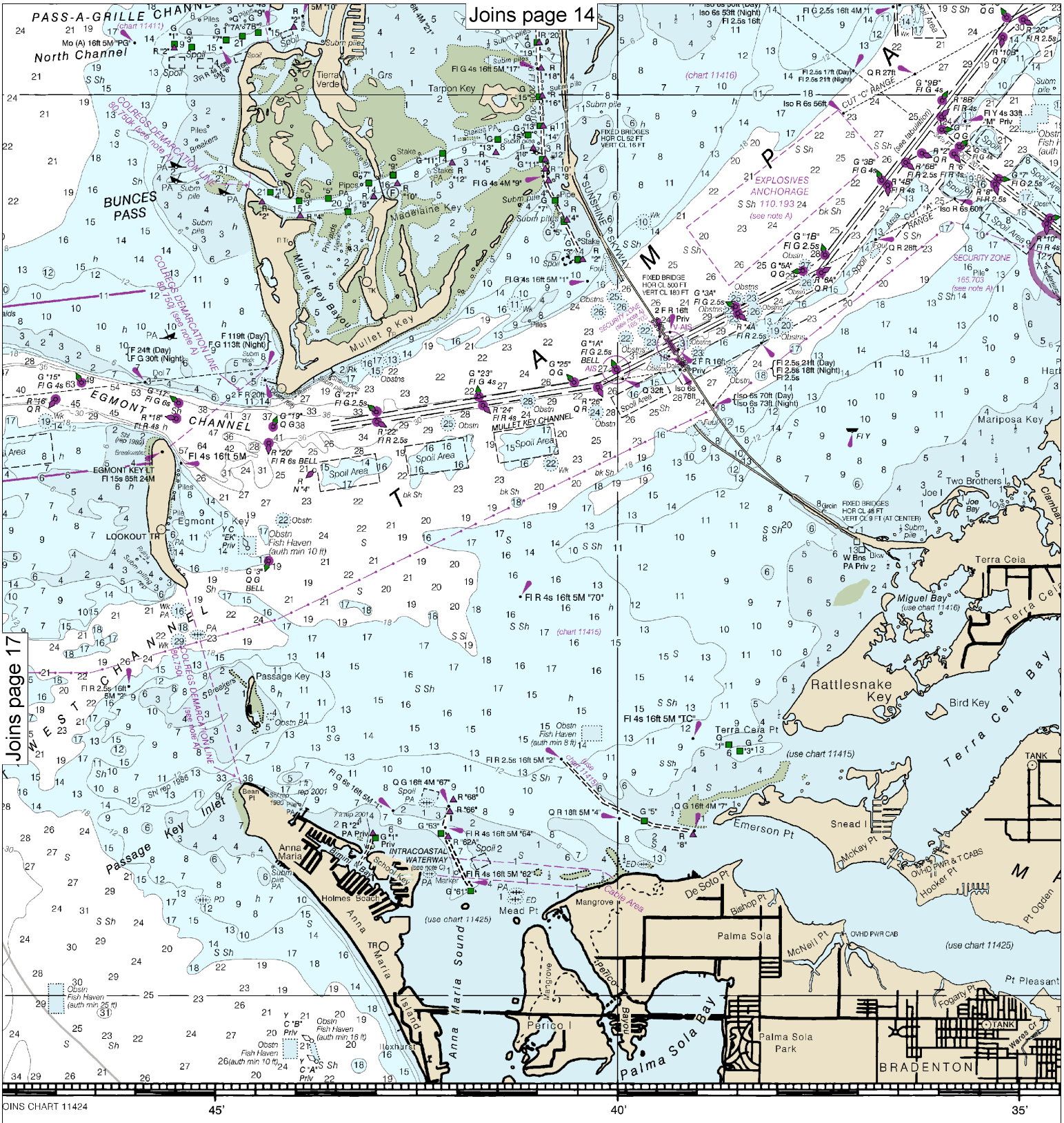
NATIONAL OCEAN SERVICE
COAST SURVEY



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NATIONAL OCEAN SERVICE
COAST SURVEY

Note: Chart grid lines are aligned with true north.

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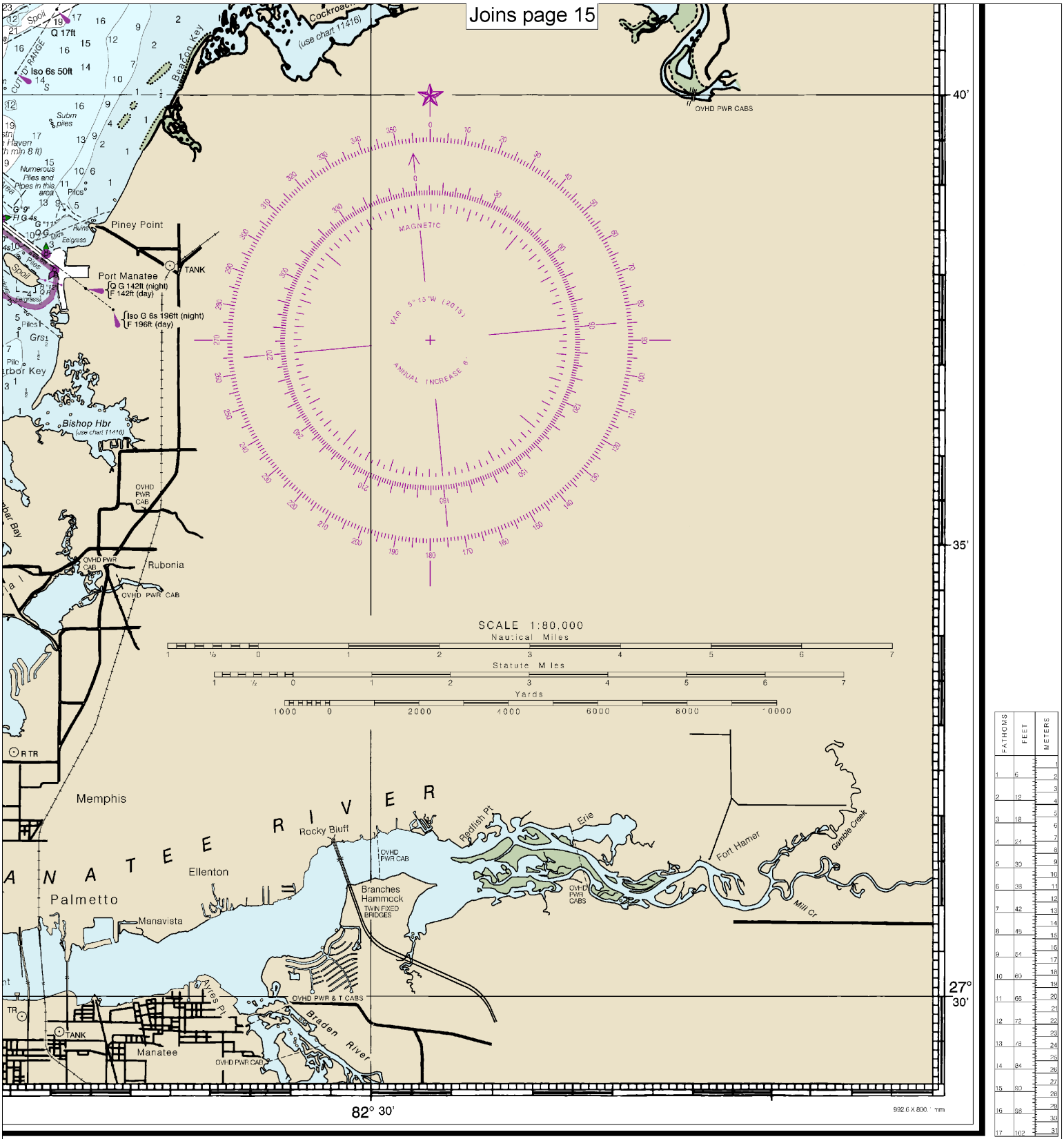
See Note on page 5.

Nautical Miles
1 0 1 2 3 4 5 6 7

Yards
1000 0 2000 4000 6000 8000 10000



SOUNDINGS IN FEET

Tampa Bay and St. Joseph Sound

SOUNDINGS IN FEET - SCALE 1:80,000

11412

EMERGENCY INFORMATION

VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.
Channel 9 – Communications between boats and ship-to-coast.
Channel 13 – Navigation purposes at bridges, locks, and harbors.
Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other vessels. Contact the other vessel, agree to another channel, and then switch.
Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.
Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

All Hazards NOAA Weather Radio NOAA's National Weather Service

NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.
http://www.nws.noaa.gov/nwr/

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